



Memorandum

To: Planning Commission

From: Patrick McGrath, Planner; 425-556-2870; pbmcgrath@redmond.gov

Date: July 22, 2016

Subject: Amendments to the 18-Year Transportation Facilities Plan

July 27th Study Session Purpose and Preparation

The purpose of this study session is to complete the Planning Commission's discussion and recommendation regarding this amendment. Please review the memo and issues matrix and contact Patrick McGrath prior to the meeting with any questions or comments.

Background

The Technical Committee has recommended amendments to the Transportation Master Plan (TMP), a functional plan referenced by the Comprehensive Plan. The amendments would remove three capital projects from the TMP's list of unfunded improvements and add them to the 18-Year Transportation Facilities Plan (TFP), the financially-constrained list of capital projects and programs that the City expects to deliver by 2030.

The proposed projects to add to the TFP are:

- Redmond Way westbound right turn lane, 166th Ave NE to 164th Ave NE
- 152nd Ave NE Main Street improvements, NE 20th St to NE 24th St
- 148th Ave NE northbound through lane, Bel-Red Road to NE 22nd St

The change is being proposed for the following reasons:

- Private development will fund the construction of the three projects. System improvements with identified funding should be listed in the TFP.
- Redmond's multimodal plan-based concurrency system is based on the delivery of projects listed in the TFP. Including the three projects will add their capacity to the overall system supply, otherwise that contribution would not be acknowledged by the concurrency system.
- Addition of the projects will allow the developers who pay for them to receive credits against their transportation impact fees. This is intended to prevent unfair double payment of both project costs and impact fees.

The key question before the Commission is whether these projects—which have been previously adopted into the Transportation Master Plan—should be considered funded system improvements, and therefore

appropriately moved from Unfunded Buildout Plan chapter to the TFP chapter of the Transportation Master Plan.

Response to Commission Question at July 13th Study Session

At the July 13th study session Commissioner Miller asked for additional background on the history of the 148th Ave NE northbound through lane project and an explanation of how Redmond's Complete Streets ordinance has been satisfied in this instance.

Project History

The 148th Ave NE northbound through lane was first conceptualized in discussions with the City of Bellevue about shared long-term transportation needs in the Bel-Red area. The purpose of the project is to add vehicular capacity to the heavily-travelled 148th Ave NE corridor, which connects the Bel-Red and Overlake Village neighborhoods to SR 520 and points north. More recently it was identified as necessary mitigation for the KCC Limited Edition development and its construction was required as a condition of their development agreement.

Its adoption history is as follows:

- 2009: First added to Unfunded Buildout Plan chapter of the TMP following Planning Commission recommendation and City Council approval
- 2013: Retained in Unfunded Buildout Plan chapter of the TMP following Planning Commission recommendation and City Council approval
- 2016 (current proposal): Migrate to 18-Year Transportation Facilities Plan chapter of the TMP following commitment from developer to construct

Complete Streets

The Redmond Complete Streets ordinance reads as follows:

12.06.010 Complete the streets.

The City of Redmond will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected networks. (Ord. 2359 § 1 (part), 2007).

12.06.020 Exceptions.

Facilities for bicyclists, pedestrians, transit users and/or people of all abilities are not required to be provided:

- (a) Where their establishment would be contrary to public health and safety;
- (b) Where there is no identified long-term need; or

(c) Where the Public Works Director grants a documented exception which may only be authorized in specific situations where conditions warrant. Such site-specific exceptions shall not constitute general changes to the standards set in RMC 12.06.010. (Ord. 2359 § 1 (part), 2007).

148th Ave NE is designated as an automobile and transit “Modal Corridor” in the Transportation Master Plan, indicating that those modes are prioritized with respect to street design (see Figure 1). Today 148th Ave NE accommodates three of the four major travel modes (automobiles, transit, and pedestrian). It does not include dedicated facilities for cycling, the remaining major mode. Bicycle facilities are not planned for 148th Ave NE south of the SR 520 interchange due to the lack of planned bicycle connections on the Bellevue side of the city limits (see Figure 2) and high vehicle speeds and volumes, which create an uncomfortable cycling environment.

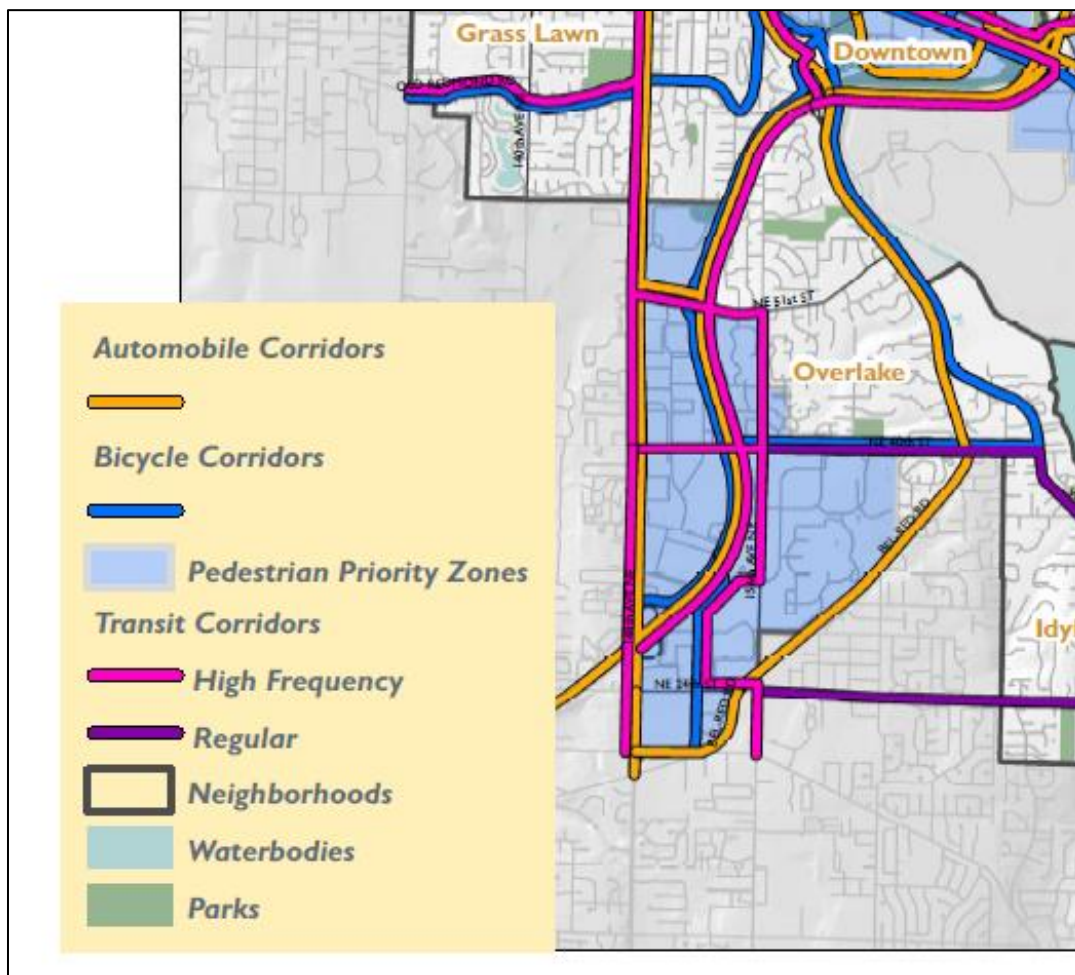


Figure 1. Transportation Master Plan Modal Corridors

Instead the TMP includes a protected bicycle facility on 152nd Ave NE, which is a parallel north-south route to the east of 148th Ave NE with much lower traffic volumes. The 152nd Ave NE Main Street Improvements project included as part in this proposal to amend the TFP will provide a section of this high-comfort route through Overlake Village. For a map of the current long term bicycle system plan see [Figure 47: Bicycle System Plan on page 94 of the TMP](#). Additional north-south and east-west bicycle routes through the area are being considered as part of the Overlake Village South Infrastructure Planning Study (underway; staff contact is Jeff Churchill – jchurchill@redmond.gov).

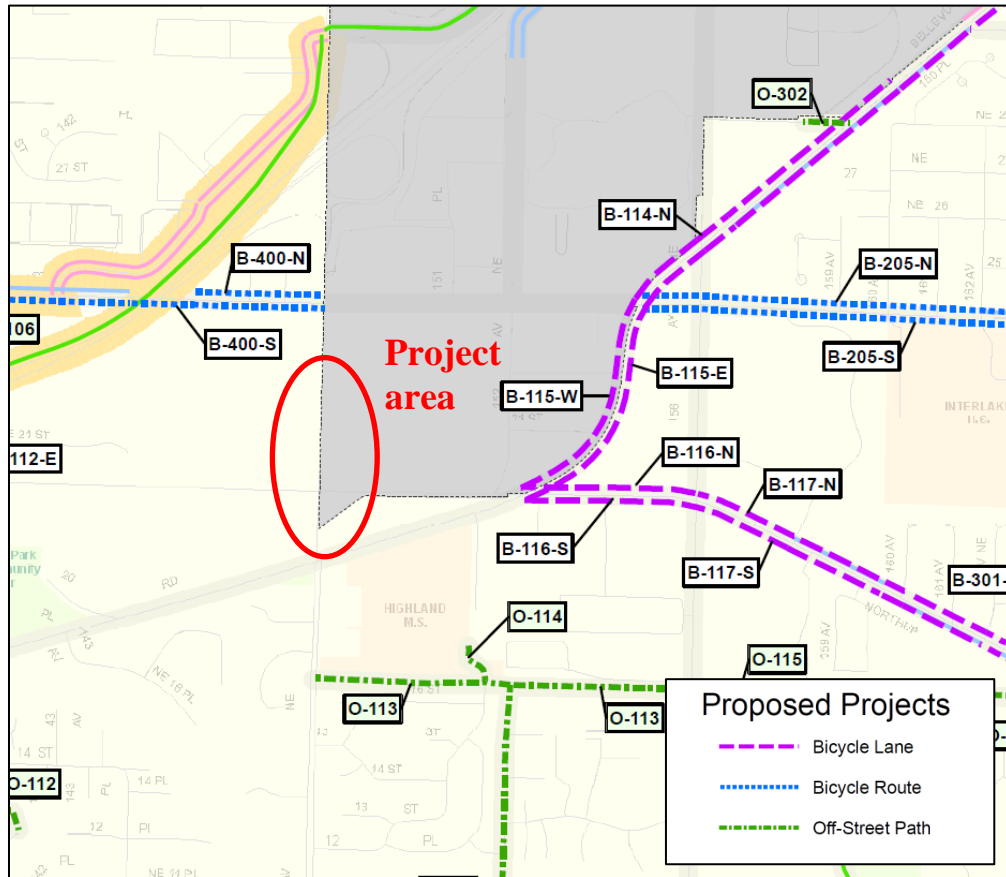


Figure 2. City of Bellevue bicycle system plan in the vicinity of the 148th Ave NE northbound through lane project

Due to the lack of planned bicycle network connections to the south and west of Overlake Village and plans for a high comfort north-south facility nearby on 152nd Ave NE, the current design for 148th Ave NE is consistent with the Redmond Complete Streets ordinance, which includes exceptions to the requirement to accommodate all modes where there is a "lack of identified long-term need."

None of this precludes bicycle facilities from being added to 148th Ave NE in the future. As conditions change future planning efforts could potentially identify such a need, in which case a project or projects would be proposed for the Unfunded Buildout Plan. Furthermore the current adopted [TMP Buildout Plan](#) includes several other multimodal projects planned for that corridor that are intended to improve the travel experience for pedestrians and cyclists:

- 148th Ave NE & NE 31st St Intersection Improvements (#43)
- 148th Ave NE Access Management (#286)
- 148th Ave NE Multiuse Trail (#42)
- 148th Ave NE Pedestrian Overpass (#287)
- 148th Ave NE Trail Connection (#3)
- Overlake Access Ramp and Trail Connection (#2)
- SR 520 Trail Grade Separation at 148th Ave NE (#4)